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Breaking Down the

BARRIERS

Alberta Infrastructure and Transportation

November 2005

ACTION BUS - St. Paul Abilities' Network

By Dan Bojarski



The St. Paul "Action Bus" is celebrating its 25th year of operations this year. The purpose of the Action Bus is to provide safe, accessible transportation within the Town of St. Paul and the surrounding area to people who live with disabilities or other limitations posing transportation difficulties.

Our driver, Jim Wirsta, ensures that each individual is assisted as is necessary to enjoy a safe trip. This assistance varies from a bright and cheery 'Good Morning' to providing attendant service to a wheelchair-bound individual needing help to the second floor of the hospital. Our receptionist/dispatcher, Gloria Yaremchuk, ensures that the appointments are booked, the daily schedule is maintained and our customer's needs are met. Our service was described as 'The Magic Bus' in an article written by reporter Leighton Klassen for our local newspaper, the St. Paul Journal.

The St. Paul Lions Club was the driving force in getting this program started. The Town of St. Paul, the County of St. Paul and the Wild Rose Foundation were significant contributors to the purchase of the original bus in 1980. We are presently operating our third bus which is a 2000 Ford E350 24 passenger model manufactured by Crestline Coach. We anticipate replacing this unit in 2007. The Town of St. Paul and the County of St. Paul support the ongoing operation of the program. Their support covers approximately 30 per cent of the annual operating budget. The remainder is generated from our daily customers and charter operations.

We provide about 12,000 passenger trips per year. These trips range from a three times per week pickup at 7:00 am to get to a dialysis appointment, to a bus route to pick up our patrons at their homes and deliver them to their workplaces,

and later returning them to their homes. In addition, we have a contract with the regional school division to provide people with disabilities from the town and the county with wheelchair accessible transportation to school. This service started operating with our normal bus and has grown to include a specially-equipped school bus. This contract posed some concerns related to scheduling and storage. These were overcome with the cooperation of management and staff from our vocational training centre. This year we have added an 'attendant service' to the operation of the school bus.

The Action Bus provides a weekly service to the St. Paul Co-op Shopping Centre from one of our local senior's lodges. The St. Paul Co-op Association pays for this trip. The bus is busy after regular hours as well. We have provided service to Edmonton for medical appointments, shopping, conventions, dinner theatre, curling, football and hockey. Additional trips have been to Stettler for the steam train ride and to other points around Alberta for the St. Paul Special Olympics team. We provide free service to the St. Paul Legion and its members each Remembrance Day to ensure that all of their members are able to attend Remembrance Day services. We have also made our bus available to assist with transportation for funeral services.

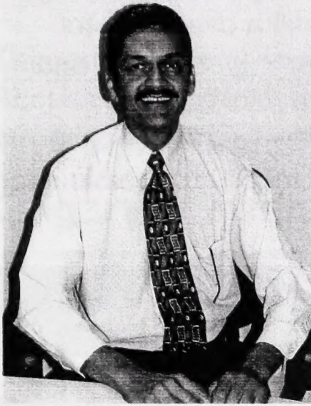
Our present rates are \$5.00 for a one way trip and \$8.00 for a return trip. We offer prepaid bus passes for our regular customers.

For additional information, please contact:

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St. Paul Abilities Network
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Web-site: www.stpaulabilitiesnetwork.ca

This article was written by Dan Bojarski, Director of Production and Marketing for Habitat Enterprises Unlimited, a division of St. Paul Abilities Network. Dan is a certified engineering technologist (CET). Prior to his work with the St. Paul Abilities Network, he worked as an engineer and manager in the manufacturing environment.

PROFILE



Member of the Advisory Committee on Barrier Free Transportation

Karim Rayani
Manager, Access Calgary
Calgary Transit

"As Alberta's demographic makeup changes we will have to continue to be innovative and promote use of regular transit services that are becoming more accessible every day."

1. How did you become interested in transportation issues?

I have been involved with the transportation industry for nearly 25 years. Prior to my involvement with Access Calgary which provides transportation services for people with disabilities, I worked primarily on fixed-route and coordinated the student transportation services provided through Calgary Transit. I enjoy the challenge of providing quality service to customers while balancing the supply and demand equation that all transit properties face. Providing specialized transportation is a much more personalized service compared to mass transit. It certainly has its own set of challenges and yet they (specialized and fixed route transportation) are similar in terms of budgets, vehicles and manpower constraints.

2. What is your role on the Barrier Free Committee and why did you become involved?

I represent the City of Calgary on the committee and communicate any developments that are going on in Calgary and learn about challenges my peers face in their areas. The committee provides an excellent forum for transportation carriers, agencies that support people with disabilities and other stakeholders to interact and understand the issues and concerns. We are always looking for ways to improve our services and processes and sharing of information certainly helps in that regard.

3. What are the major concerns or issues you have related to accessible transportation?

Meeting customer demand for service is certainly a top priority. Our operating budgets continue to increase on an annual basis and it is still a challenge to provide all the trips that are requested. Managing customer expectations and ensuring we have a sustainable service model is important. As Alberta's demographic makeup changes we will have to continue to be innovative and promote use of regular transit services that are becoming more accessible every day.

Did You Know?

New Mexican and Brazilian Accessibility Legislation

The Mexican legislature passed national legislation in April 2005 which includes a section on public transport and communications, mandating a spectrum of strategies to promote accessible land, air, and maritime public transport for persons with disabilities. The law promotes the creation of technical access specifications, the creation of public education campaigns, and the provision of financial incentives to bus companies which take action to enhance the use of their services by persons with disabilities. Key government agencies in Mexico have also agreed to move ahead with technical guidelines for accessible air service.

(From reports by Francisco Cisneros and Taide Buenfil)



Brazil's new accessible transportation legislation, which was signed into law on December 2, 2004, requires universal accessibility to be phased into Brazil's huge public transport fleets in a process over a ten-year period, to be complete by December, 2014. The law covers all forms of land, air, and maritime passenger transport, emphasizing the use of universal design to integrate pedestrian ways with transit stops, terminals, and vehicles. The law also sets deadlines for the near-term completion of technical norms for the inclusive design of bus, subway,

commuter rail, boat, and air transport modes. It is estimated that less than 5% of Brazil's vehicle fleet is currently accessible.

(From reports by Nazareno Stanislaw Affonso, Gildo dos Santos Filho, and Angela Werneck).

This article has been reprinted with permission from the June 2005 issue of Access Exchange International's newsletter.

Calgary Introduces Low-income Transit Pass

"Calgary Transit hopes the low-income pass will allow those who purchase the pass to participate in the social and economic opportunities in Calgary"

In June 2005, Calgary City Council approved a new monthly low-income transit pass for eligible recipients under the age of 65. The eligibility criterion for the passes was set at 75 per cent of the Low Income Cut Off (LICO). The price of the monthly pass is \$35 which is half the cost of a regular Calgary Transit adult pass.

Implementation of this pass is set to occur in two stages. The first stage commenced August 1, 2005 where only Assured Income for the Severely Handicapped (AISH) recipients were eligible to receive the pass. The second stage will occur January 1, 2006 which will encompass the rest of the low-income recipients. It is estimated there are approximately 36,000 Calgarians who will meet the low-income criteria and qualify for the subsidized pass. The pass may be used on all Calgary Transit regular bus and CTrain services and specialized transportation provided by Access Calgary.

The approval of a low-income pass by Council was met with great enthusiasm by stakeholders. The low-income transit pass removes one more barrier and Calgary Transit hopes it will allow those who purchase the pass to participate in the social and economic opportunities in Calgary. The program is expected to cost about \$2.5 million annually.

For more information, please contact:

Keith West

Calgary Transit

Phone: (403) 537-7985

E-mail: keith.west@calgary.ca

Web site: www.calgarytransit.com

Edmonton Transit AISH Transit Pass Program Extended

Assured Income for the Severely Handicapped (AISH recipients living in Edmonton are now able to receive a subsidized monthly transit pass under a regular, ongoing program. To be eligible for the program, you must be living in Edmonton, currently receiving the AISH benefit and have a bank account. Cost of the pass is \$29 per month. The subsidized transit pass is valid for travel on all regular ETS service (bus and LRT). This pass is not valid on DATS. This ongoing program is the result of a successful pilot program that ran from July 2004 to September 2005. The AISH subsidized pass program is funded by the City of Edmonton and supported by the Alberta Government.



For more information, please contact:

Edmonton Transit System
Phone: (780) 496-1611
E-mail: etransit@edmonton.ca
Web site: www.takeets.com

This article has been reprinted with permission from the September, 2005 issue of *In Transit*, Edmonton Transit System's newsletter.



ETS Mobility Choices Program – Give it a Try This Fall!

Do you want to learn how to get around Edmonton in a safe and comfortable manner using accessible transportation services that meet your needs? Do you want to travel at the times you want, with independence and flexibility? Do you want to use a cost-effective and efficient system of public transportation? Try Edmonton Transit System!

Our accessible services and features make it easier than ever to get around the city, to places and events that are important to you. On ETS, you can use our accessible service for many of your transportation needs: to one of our many

festivals or special events; to school; to malls or major retail complexes; or to businesses, residential areas, and other destinations. **ETS - we'll get you where you're going!**

If you are unfamiliar with our accessible services, we'd be pleased to show you how to use them. We provide bus demonstrations, trip planning information, and instruction on how to travel on ETS, for anyone who experiences mobility difficulties. It's easy to do, and we'd love to help you out.

For more information, please contact:

Mobility Choices
Phone: (780) 496-3000
E-mail: etransit@edmonton.ca
Web site: www.takeets.com

Did You Know?

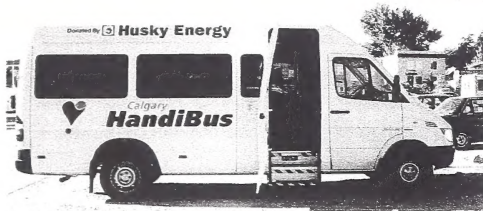
Alberta Inter-community Public Transportation Guide Updated

Alberta Infrastructure and Transportation has updated parts of the Alberta Inter-community Public Transportation Guide, which is designed to assist people in making trips between Alberta communities. As part of the update, inter-city busing and community transportation listings were updated, as well as the listing of airlines serving Alberta.

This Guide will continue to be updated on an on-going basis. The next revision will include updated information on public accessible transportation providers across Alberta.

For more information, or if you are aware of any changes that need to be made, please contact:

JD Kliewer
Alberta Infrastructure and Transportation
Phone: (780) 422-3801
Fax: (780) 422-1070
E-mail: jd.kliewer@gov.ab.ca
Web site: <http://www.trans.gov.ab.ca/Content/doctype55/production/pol040.htm>



News from



Calgary
HandiBus
ASSOCIATION

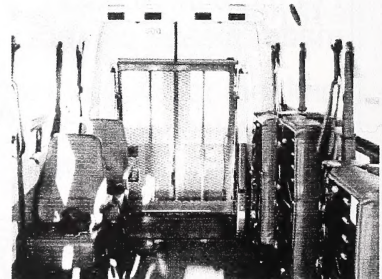
The year 2005 has been an exciting year of change for Calgary HandiBus. We have gone through a re-branding process and changed our visual identity, launched a \$4 million, three-year capital campaign and purchased seven new buses – two of these buses are a brand new type to our fleet.

On June 22, 2005 we launched our new look with an event held for our donors, members, board and staff. At the event one of the Sprinter buses, donated by Husky Energy, was unveiled.

All seven buses were outfitted with the new style of decals, which was developed to increase awareness that Calgary HandiBus is a non-profit association that relies on community support for capital needs. Our new look is also more cost-effective at about half what the old striped decaling cost. The heart logo embodies HandiBus' founding principles of honesty and respect, care and dignity. It also speaks to how increased access and integration for HandiBus customers strengthens the heart of the community.

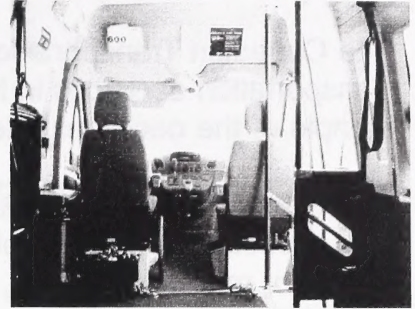
The Sprinter buses, manufactured by Daimler-Chrysler, are a new item for our fleet of 133 buses. The cost to purchase one of these is a little less than it is for the Ford handivans, and savings should also come from maintenance and fuel costs. Also, longer service intervals should help save both labour and parts costs.

The Sprinter bus offers a comfortable ride for both Operators and passengers. The drivers' seat is fully adjustable and the bus can accommodate up to 10 ambulatory passengers or four wheelchair passengers with the maximum load being four ambulatory and four wheelchairs. The side door has a low entry step making it easy for passengers to enter and exit the bus. Operators and passengers



have great visibility in the Sprinter. The large windows throughout ensure even passengers in the rear seat can see through the large windshield.

Collecting feedback on the Sprinter buses and learning from our experiences will be a focus for HandiBus this year. We will be evaluating this bus based on comments from staff, the community and passengers to determine if Sprinter buses will be purchased in the future.



For more information, please contact:

Calgary HandiBus Association

Phone: (403) 276-8028

E-mail: mhalwas@calgaryhandibus.com

Web site: <http://www.calgaryhandibus.com>

This article has been submitted by Marni Halwas, Office Supervisor, Calgary HandiBus Association.

Did You Know?

CTA Holds Hearings on Additional Seating on Airlines

From May 30 to June 3 2005, the Canadian Transportation Agency (CTA) held public hearings concerning the cost of domestic air travel for persons with disabilities who require additional seating to accommodate their disabilities, whether for themselves or for their attendants. This hearing arose from four complaints filed with the CTA. A second stage of hearings is likely to be held in early 2006 before a decision is made.

For more information, please contact:

Canadian Transportation Agency

Phone: (888) 222-2592

TTY: (800) 669-5575

E-mail: cta.comment@cta-otc.gc.ca

Web site: http://www.cta-otc.gc.ca/media/communiqu/2005/050526_e.html

Accessible Transportation Rulings by the Canadian Transportation Agency

The Canadian Transportation Agency (CTA) released a number of accessible transportation decisions in the summer of 2005. The following summaries are a sample of the decisions released this summer:

- The CTA found that an airline's policy on stretcher service did not constitute an undue obstacle to persons with mobility impairments. For more information, please visit:
http://www.cta-otc.gc.ca/rulings-decisions/decisions/2005/A/AT/348-AT-A-2005_e.html
- The CTA found that an airline's procedures for assessing and confirming whether it can transport the mobility aids of persons with disabilities on its aircraft constituted an undue obstacle to persons with disabilities who use mobility aids. For more information, please visit:
http://www.cta-otc.gc.ca/rulings-decisions/decisions/2005/A/AT/418-AT-A-2005_e.html
- The CTA found that while an airline's requirement that the person travel with an attendant constituted an obstacle to persons with visual and hearing impairments, the obstacle was not undue. For more information, please visit:
http://www.cta-otc.gc.ca/rulings-decisions/decisions/2005/A/AT/435-AT-A-2005_e.html
- The CTA found that the absence of TTY access to a foreign airline's and foreign cruise ship operator's Canadian reservation system constituted an undue obstacle to persons who are deaf or hard of hearing in general. For more information, please visit:
http://www.cta-otc.gc.ca/rulings-decisions/decisions/2005/A/AT/448-AT-A-2005_e.html, and
http://www.cta-otc.gc.ca/rulings-decisions/decisions/2005/W/AT/449-AT-W-2005_e.html

For more information, as well as access to other CTA rulings, please contact:

Canadian Transportation Agency

Phone: (888) 222-2592

TTY: (800) 669-5575

E-mail: cta.comment@cta-otc.gc.ca

Web site: www.cta-otc.gc.ca/cgi-bin/

[rulingLists.pl?lang=e&type=decision&category=AT](http://www.cta-otc.gc.ca/cgi-bin/rulingLists.pl?lang=e&type=decision&category=AT)

Canada to Host TRANSED 2007



From June 18 - 21, 2007, Canada will host the 11th International Conference on Mobility and Transport for Elderly and Disabled Persons (TRANSED).

The conference will take place in Montreal at the Palais des Congrès with the theme "Benchmarking, Evaluation and

Vision for the Future". As part of an inclusive society, the conference will review advances in research, evoke international breakthroughs and explore perspectives for technological innovations in order to respond to the mobility challenges of an aging population and of persons with disabilities.

TRANSED conferences are held every three years, and attract policy-makers, researchers, and other specialists to share information and innovations.

The conference will feature an exhibition of accessible transportation innovations, such as a loading bridge for small aircraft, intercity buses with accessible washrooms, wireless transit schedule access on handheld computers, and audio/visual displays for planes, buses, and trains.

The conference will also include various types of sessions such as roundtables, panels, and tutorials. Topics covered will depend on the papers and symposia accepted.

For more information, please contact:

Transport Canada

Intergovernmental Affairs and Accessibility, TRANSED

Phone: (800) 665-6478

TTY: (800) 823-3823

Email: transed@tc.gc.ca

Web Site: http://www.tc.gc.ca/pol/en/transed2007/general_information.asp?IsIncrease=No

Did You Know?

"Design Guidelines for Pedestrian Accessibility" Continues to be Referenced

The **Design Guidelines for Pedestrian Accessibility**, produced by Alberta Infrastructure and Transportation and the Advisory Committee on Barrier Free Transportation in 1996, continues to be recognized as a valuable resource. Access Exchange International, which promotes accessible public transport for persons with disabilities and seniors in Latin America, Africa, Asia, and eastern Europe, cites the guidelines on their resources page.

Additionally, the UK's Department for International Development, the department responsible for promoting sustainable development and reducing poverty, has also recently referenced the guidelines in their guide **Enhancing the Mobility of Disabled People: Guidelines for Practitioners**. This document is aimed at improving access to transport and hence reducing mobility barriers of disabled persons in developing and transition countries.

For more information, please visit:

Access Exchange International

Web site: <http://www.globalride-sf.org/rnl.html>

Enhancing the Mobility of Disabled People: Guidelines for Practitioners

Web site: <http://www.globalride-sf.org/pdf/ORN21.PDF>

Design Guidelines for Pedestrian Accessibility

Web site: http://www.trans.gov.ab.ca/Content/doctype369/production/_pedaccdesignq.pdf



Disability Related Employment Supports

The Disability Related Employment Supports (DRES) program provides assistance to Albertans in overcoming barriers to employment created by their disability. The DRES program is provided by Alberta Human Resources and Employment (AHRE).

One aspect of this program is workplace supports, which includes the funding of vehicle adaptations, but not the purchase of the vehicle itself. Supports for workplace modifications are cost-shared with the employer at up to \$10,000 per employee, with a maximum of \$40,000 for each workplace. The maximum amount eligible to be claimed for individual clients is \$35,000.

To be eligible for funding, there are several requirements which must be met, including:

- The individual must have a long-term or permanent disability that creates a barrier to employment
- The individual must be an Alberta resident
- The individual must be over the age of 18
- The individual must demonstrate that the vehicle is necessary to fulfill the duties of their job, including support from the employer
- Public transportation must not be available in the areas they need to travel

Other supports available under the DRES program include TTY devices, wheelchair ramps, assistive technology, job search assistance, and supports for education. When applying for the program, the individual will meet with an AHRE representative to ensure they are requesting the proper modifications and their needs are met.

For more information, please contact:

Disability Related Employment Supports

Phone: (800) 661-3753

TTY: (800) 232-7215

E-mail: hre.webmaster@gov.ab.ca

Web site: www.gov.ab.ca/hre/dres

Accessibility For Ontarians With Disabilities Act (2005) Receives Royal Assent

The **Accessibility for Ontarians with Disabilities Act (2005)**, which will help break down barriers for people with disabilities, received Royal Assent in the Ontario Legislature on June 14, 2005.

The new law will require government to work with persons with disabilities and the private and public sectors to jointly develop standards to be achieved in stages of five years or less, leading to an accessible Ontario in 20 years. Standards will be set in both the public and private sectors to address the full range of disabilities – including physical, sensory, mental health, developmental and learning.

Accessible transportation standards could include:

- Accessible buses
- Audio/visual announcements for persons with sensory impairments on transit vehicles
- Accessible pedestrian routes and entrances into buildings
- Staff training in serving customers with disabilities.

The provincial Minister of Citizenship and Immigration will appoint committees for various sectors or industries to determine long-term accessibility objectives as well as five-year targets for achieving them. Committees will have the flexibility to tailor accessibility requirements and timelines to economic realities. Since changes will be phased in, the cost of accessibility improvements could be absorbed in regular planning and budget cycles.

To strengthen accountability, the Minister will prepare an annual report on progress in removing and preventing barriers. In addition, the provincial government will appoint a person to undertake a comprehensive review of the Act's effectiveness after four years.

Until standards are in place, the **Ontarians with Disabilities Act (2001)** will remain in effect, and provincial government ministries and other affected public sector organizations continue to have planning obligations in accordance with that legislation.

For more information, please contact:

Ruth Lewkowicz
Communications Branch
Ontario Ministry of Citizenship and Immigration
Phone: (416) 314-7389
E-mail: info@mczcr.gov.on.ca
Web site: <http://www.gov.on.ca/citizenship/english/aboutn140605.htm>

Evaluating Public Transit Accessibility

The Victoria Transport Policy Institute has recently released a new report entitled **Evaluating Public Transit Accessibility: 'Inclusive Design' Performance Indicators for Public Transportation in Developing Countries**. The paper provides guidance on the development and use of performance indicators for evaluating public transportation service quality for people with disabilities and other special needs, particularly in developing countries. The paper also includes examples of inclusive design and operation, as well as indicators used in various types of transportation systems.

The paper provides guidance on the development and use of performance indicators for evaluating public transportation service quality for people with disabilities and other special needs, particularly in developing countries.

Some recommendations for developing performance indicators include:

- Develop a simple methodology for gathering information on numbers of persons with disabilities and disability types. Ideally, an internationally-recognized methodology should be developed by a major international organization, such as the World Bank or the Institute of Transportation Engineers.
- Develop methodologies to predict transit travel demand by people with various categories of disabilities, and to quantify the number of people who would benefit from accessible design and operating features, taking into account benefits to children, women, and people carrying baggage.
- Establish performance indicators and standards early in the planning process.
- Make performance indicators and audit reports available to the public.

For more information, please contact:

Victoria Transport Policy Institute

Phone: (250) 360-1560

E-mail: info@vtpi.org

Web site: <http://www.vtpi.org/tranacc.pdf>

This article was condensed from a report written by Todd Litman of the Victoria Transport Policy Institute, with Tom Rickert, Executive Director of Access Exchange International.

Article Submissions Requested

Alberta Infrastructure and Transportation welcomes articles on transportation that are of interest to people with disabilities, especially articles with a focus on rural issues. Articles may be from individuals, communities or previously printed. Permission will be requested before articles are published.

Articles chosen for publication may be edited for length. While all articles are gratefully received, submission does not guarantee publication.

Please forward articles to: Mike Bradley
Manager, Passenger Industry Development
Alberta Infrastructure and Transportation
3rd floor, Twin Atria
4999 – 98 Avenue
Edmonton, Alberta, T6B 2X3
Phone: (780) 415-1381
Fax: (780) 422-1070
E-mail: mike.bradley@gov.ab.ca

Parking Standards in Alberta

Bylaws governing the use of designated parking stalls vary widely across Alberta. The Alberta Government has set minimum numbers of designated parking stalls, as well as their size, through the Alberta Building Code. This ensures that persons with disabilities have access to designated parking stalls. Municipalities are free to increase the minimum number of stalls if they choose.

However, the provincial government has delegated the responsibility for setting and enforcing bylaws respecting the enforcement of designated parking stalls to the municipalities. Each municipality in Alberta is unique, with varying populations, needs and local conditions. Municipalities are in the best position to determine their local needs, as well as those of their residents. What is appropriate for one municipality may not be appropriate for others.

Because of this, bylaws governing the use of designated parking stalls vary greatly across Alberta. Most cities and large towns have bylaws that prohibit parking in designated parking stalls without a valid parking placard, and have fines for not following the bylaw. However, some smaller towns, villages, and rural municipalities do not have parking bylaws.

Bylaws may be enforced by police officers, as well as other bylaw enforcement officers. These officers may enforce designated parking stalls on public property within the municipality. However, enforcement officers must be invited onto private property to enforce illegal use of designated parking stalls, unless given the authority in the municipal bylaws.

Fines also vary across Alberta. In Edmonton and Calgary, the fines are \$150 for parking in a designated parking stall without a parking placard. Fines in other cities in Alberta vary from \$7 to \$500, with the average approximately \$123. In towns and villages, the fines are often lower. In the towns surveyed, the range is from \$30 to \$150, with an average of around \$76. The following chart shows fine amounts of various municipalities across Alberta.

City	Fine Amount
Edmonton	\$150
Calgary	\$150
Red Deer	\$150
Lethbridge	Up to \$100
Medicine Hat	\$100
Fort McMurray	\$500
Grande Prairie	\$100, \$50 if paid within 10 days
Camrose	\$100
Leduc	\$50
Strathcona County	\$100
Airdrie	\$250
Spruce Grove	\$40
Fort Saskatchewan	\$57
St. Albert	\$50, \$30 if paid early
Lloydminster	\$7, \$10 after 72 hours
Wetaskiwin	\$57
Town	
Canmore	\$50
Brooks	\$50
Peace River	\$150
Wainwright	\$30
Hinton	\$30, \$50, \$70 (depending upon when paid)
Vermillion	\$100
Lacombe	\$50
Ponoka	\$150

For more information on designated parking stall bylaws, fines, and enforcement in your community, please contact your local bylaw services department.



For more information on the Parking Placards for Persons with Disabilities Policy, please contact:

Mike Bradley

Alberta Infrastructure and Transportation

Phone: (780) 415-1381

E-mail: mike.bradley@gov.ab.ca

Web site: <http://www.trans.gov.ab.ca/Content/doctype55/production/pol291.htm>



TTY Phone Requirements

Persons with hearing impairments will soon have more TTY-equipped pay phones to choose from. A decision by the Canadian Radio-television and Telecommunications Commission (CRTC) requires that all new pay telephone installations and replacements have at least one TTY-equipped phone. All pay telephone banks with four or more phones are required to have at least one TTY equipped phone by December 31, 2006, with telephone banks of two or three phones being required to have one TTY-equipped phone by December 31, 2007. Finally, all stand-alone pay telephones in communities where there are no banks of pay telephones, and at least one member of the community is registered as a TTY user, must be equipped with a TTY unit.

The Canadian Transportation Agency's (CTA) **Code of Practice: Removing Communication Barriers for Travellers with Disabilities** provides minimum standards for the installation of TTYs in transportation terminals. The code requires that one TTY or other alternative communication system be provided in each separate unrestricted and restricted departure and arrival area. If public pay phones are provided, TTY phones must be located in the boarding gate or track areas, baggage claim areas, and corridors leading to each of these areas.

Teletypewriters must be clearly identified, and directional signage to the nearest TTY must be provided where directions to public phones are located. Directional signage to the nearest TTY must also be provided at banks of phones that are not equipped with a TTY.

For more information, please contact:

Canadian Radio-television and Telecommunications Commission

Phone: (877) 249-2782

TTY: (877) 909-2782

E-mail: info@crtc.gc.ca

Web site: <http://www.crtc.gc.ca/archive/ENG/Decisions/2004/dt2004-47.htm>

Canadian Transportation Agency

Phone: (888) 222-2582

TTY: (800) 669-5575

E-mail: cta.comment@cta-otc.gc.ca

Web site: www.cta-otc.gc.ca

US National Council on Disability Releases Report

The US National Council on Disability released the report entitled **The Current State of Transportation for People with Disabilities in the United States** on June 13, 2005. This report has three purposes:

- Develop a better understanding of access to transportation and mobility for people with disabilities, including public transportation systems, private transportation services, alternative transportation initiatives, and the pedestrian environment.
- Identify transportation barriers as well as promising practices and models.
- Develop recommendations in keeping with the goal of expanding transportation opportunities for people with disabilities.

According to recent research, approximately six million people with disabilities in the US report difficulties in accessing the transportation they need. This report will help communities improve access to transportation by persons with disabilities.

For more information, please contact:

National Council on Disability

Phone: (202) 272-2004

TTY: (202) 272-2074

E-mail: info@ncd.gov

Web site: http://www.ncd.gov/newsroom/publications/2005/pdf/current_state.pdf

Useful Links

Welcome to the new "Useful Links" section of **Breaking Down the Barriers**. In this section, we will feature a variety of useful transportation-related Web sites that may be of interest to persons with disabilities.

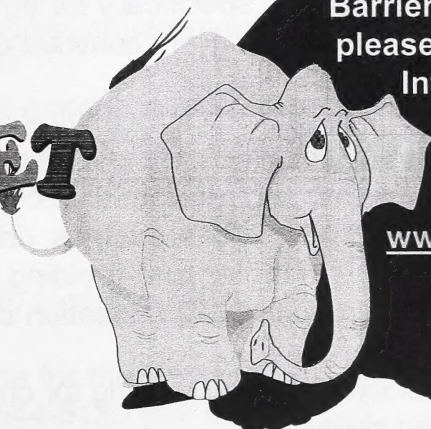
- **Premier's Council on the Status of Persons with Disabilities** – provides information on the Premier's Council, the Office for Disability Issues, Alberta Disability Strategy and legislation relating to persons with disabilities
http://www.seniors.gov.ab.ca/CSS/premiers_council/index.asp
- **Canadian Office for Disabilities Issues** – provides information on key partners working to promote the full participation of Canadians with disabilities in learning, work and community life
http://www.hrsdc.gc.ca/en/gateways/nav/top_nav/program/odi.shtml
- **Disability WebLinks** – provides information for persons with disabilities on services such as transportation, housing, employment, and financial supports that are available in their province or territory
<http://www.disabilityweblinks.ca/>
- **National Mobility Equipment Dealers Association** – provides information for persons and organizations engaged in the modification of quality transportation for persons with disabilities
<http://www.nmeda.org>
- **Association for Driver Rehabilitation Specialists** – provides information for professionals working in the field of driver education, driver training, and transportation equipment modifications for persons with disabilities
<http://www.driver-ed.org>
- **U.S. Department of Transportation Motor Vehicle Accessibility** – provides information for persons with disabilities, including safety issues in adapted vehicles, accommodating elderly drivers and pedestrians, and facility accessibility guidelines
<http://www.dotcr.ost.dot.gov/asp/motorvehicleacc.asp>
- **U.S. Department of Transportation Emergency Preparedness** – provides information on emergency preparedness for persons with disabilities
www.dotcr.ost.dot.gov/asp/emergencyprep.asp

- **The Arthritis Society** – provides information on having adaptive equipment installed in a motor vehicle
<http://www.arthritis.ca/local%20programs/alberta/advocacy/disability/adapt/>
- **National Highway Traffic Safety Administration** – provides information on adapting motor vehicles for drivers with disabilities
<http://www.nhtsa.dot.gov/cars/rules/adaptive/brochure/brochure.html>

If you know of any transportation-related sites that readers may find interesting, please submit them to:

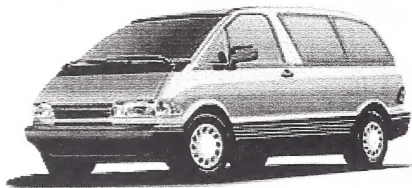
JD Kliewer
Alberta Infrastructure and Transportation
Phone: (780) 422-3801
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E-mail: jd.kliewer@gov.ab.ca

**DON'T
FORGET**

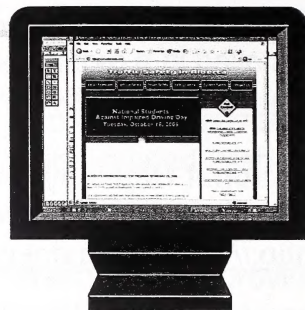


To access key
information on
Barrier-Free initiatives,
please visit Alberta
Infrastructure and
Transportation's
web site
at
www.inftra.gov.ab.ca

Traffic Safety in Alberta



The Saferoads.com web site provides information to help improve the safety of Alberta's highway network. This web site



is part of Alberta Infrastructure and Transportation's Traffic Safety Initiative (TSI), which coordinates and delivers results-oriented programs that address traffic safety issues across Alberta. The TSI encourages Albertans to make positive choices about their driving behaviours. The focus is on the motorist, commercial vehicles, snowmobiles, motorcycles, bicycles and pedestrians.

The web site contains many useful pieces of information for drivers, including:

- Collision statistics in Alberta
- Vehicle safety information for cars, motorcycles, snowmobiles, ATVs, and RVs
- Driver safety information for new drivers, visiting drivers, and driving tips for various conditions
- Education of other road users such as bikers and pedestrians



Of particular interest is a section for aging drivers. This section provides collision statistics specifically for aging drivers, as well as a tip sheet to help aging drivers continue driving safely as long as possible. Some of the tips include:

- Be aware of age-related changes that affect your ability to drive, such as, difficulty with night vision, diminished cognitive abilities, and reaction time changes
- Change your driving habits, such as, driving only during the day, driving less in winter, and avoiding rush hour traffic
- Consider a refresher driver education course for aging persons
- Check your eyesight and hearing for changes that affect your driving ability
- Be aware of medication side effects that can affect your ability to drive
- Keep fit, as flexibility is important when driving



For more information, please contact:

Alberta Traffic Safety Initiative

Phone: (780) 422-8839

Phone (Outside of Edmonton): Call 310-0000 and ask for 422-8839

E-mail: debbie.lamoureux@gov.ab.ca

Web site: <http://www.saferoads.com>

D I D Y O U K N O W ?

Details on AISH Personal Income Supports Released

Alberta Seniors and Community Supports has released details on the Assured Income for the Severely Handicapped (AISH) Personal Income Supports benefits. These changes became effective on October 1, 2005. Included in this part of the AISH program is the Extraordinary Transportation Benefit, which provides an allowance "to cover the costs of return transportation when the AISH client or their dependent child has severe health problems and needs **ongoing** access to health services paid for by Alberta Health and Wellness, or when an AISH client is attending a day program or employment program that supports the person's efforts to obtain employment".

For transportation on a non-continuous basis, an Exceptional Travel Benefit is provided to "clients or their dependent children, who must travel on a non-regular basis from their home community, with transportation costs, accommodation, food and childcare".

For more information, please contact:

Assured Income for the Severely Handicapped Information Line

Phone: (866) 644-5135 (toll free)

Phone: (780) 644-5135 (Edmonton area)

Web site: www.seniors.gov.ab.ca/AISH

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